

# A Livable, Sustainable, Transit-Friendly Future

# Presentation For:

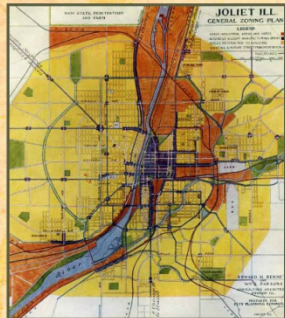
# October 21, 2009

August 10, 2009



# Burnham & Bennett's Joliet Legacy

## PLAN OF JOLIET (1921)



General Zoning Plan, Courtesy City of Joliet

Following the wishes of the Joliet City Plan Commission, Edward H. Bennett and William E. Parsons co-authored the City Plan of Joliet. The plan mirrored and embraced the progressive concepts set forth on their predecessor's, Daniel H. Burnham, 1909 Chicago Plan. Published in 1921, Bennett built on Joliet's existing systems of transportation, commerce, and industry. By organizing and improving these elements, the city could be beautified, and continuity between its industrial and residential sections could exist. The authors set out a zoning plan for the city in order to better designate these residential and industrial zones. At the center of the plan was the goal of improving the water quality and appearance of the Des Plaines River. Reflecting the Chicago Plan of 1909, Bennett and Parsons's plan also suggested a civic center, an airport, and additions of art and architecture. The people of Joliet have worked to improve and beautify their city. Extensive transportation networks, park systems, and defined commercial land use patterns reflect these efforts.



Plan of the City and Vicinity  
Courtesy City of Joliet

"It is the aim of the plan to make Joliet as ideal a Community as possible, and though beauty has been kept in mind at all times, every recommendation has been carefully weighed on the scales of practicality... in presenting this City Plan to the people of Joliet, the Commission seeks and solicits the co-operation of every individual in this city in the creation of the greater and better community that is pictured and described on these pages."

-The Joliet City Plan Commission,  
1921 Joliet City Plan

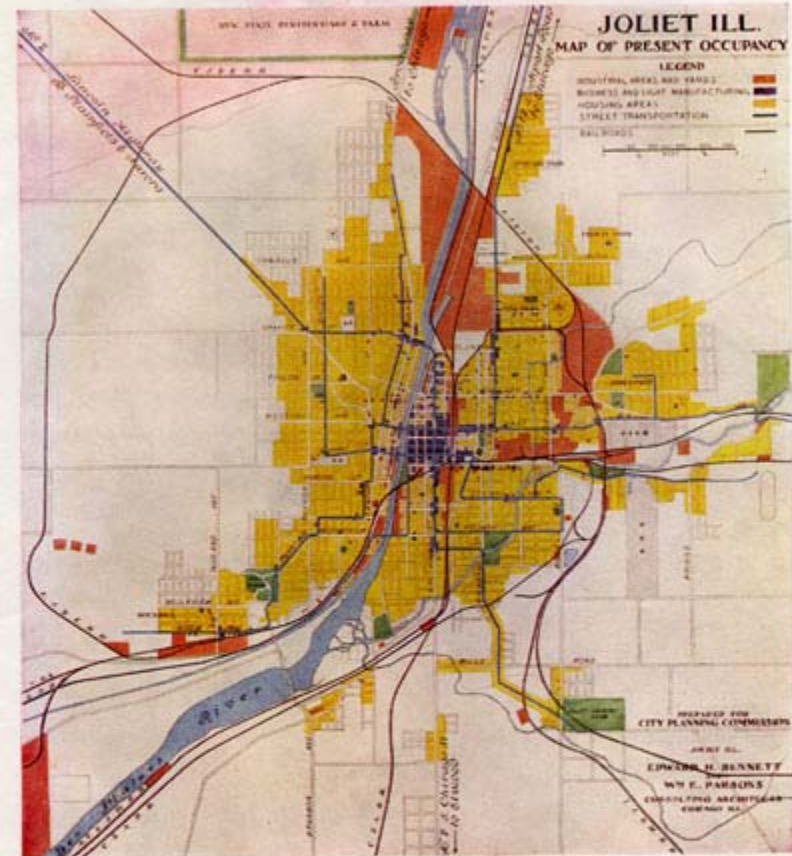
"It is not assumed that all or even many of the suggested improvements or developments will be undertaken at once, but that they will be accomplished as necessity demands and the resources of the community make them possible. At the same time it should be pointed out that the proper improvements provided now at some cost to the present generation and also in part to those who come after, will be in the nature of a splendid investment in so far as the prosperity, health and general quality of the city is concerned."

-1921 Joliet City Plan

L'Envoi (a conclusion)

The love of our fellow men, of the man in the street; the regard for his physical and moral welfare, for his ability to work and his opportunity to play; the provision of things that will insure in him the spirit of civic pride; the chance for him to realize the beautiful and gentle things of life, "the rift of dawn, the reddening of the rose," these constitute the spirit of city planning that surges upward through its many manifestations, and that is voiced in the Greek proverb: "To make our city loved we must make it lovely."

-1921 Joliet City Plan



MAP OF PRESENT OCCUPANCY.

The areas now used by heavy industry (red) are generally the low ground adjacent to the railroads. The business and light industrial (purple) areas occupy the center and extend along the street car lines (blue) into the residential sections (yellow). As the business and light industrial areas scatter along the residential streets, as shown by the map, they cause unnecessary noise and confusion and are generally detrimental.



# PLANNING IN JOLIET CONTINUES TODAY

The City of Joliet has recently engaged VOA Associates, a leading design firm, to conceptualize a plan that includes an addition to the county courthouse facilities and a transportation center. The proposed courthouse addition would be part of a plan for future development of government space in the city. Furthermore, Joliet's new transportation center could attract funding from the government, and would spur economic and construction growth in the city. It would bring trains, buses, taxis, and even bicycles into one location. VOA Associates has gained national recognition for its work at Chicago's Navy Pier and has conducted master planning for institutions of higher education, including Valparaiso University. Its plan for Joliet suggests the same vision of beauty and improvement used by city planners in centuries past.

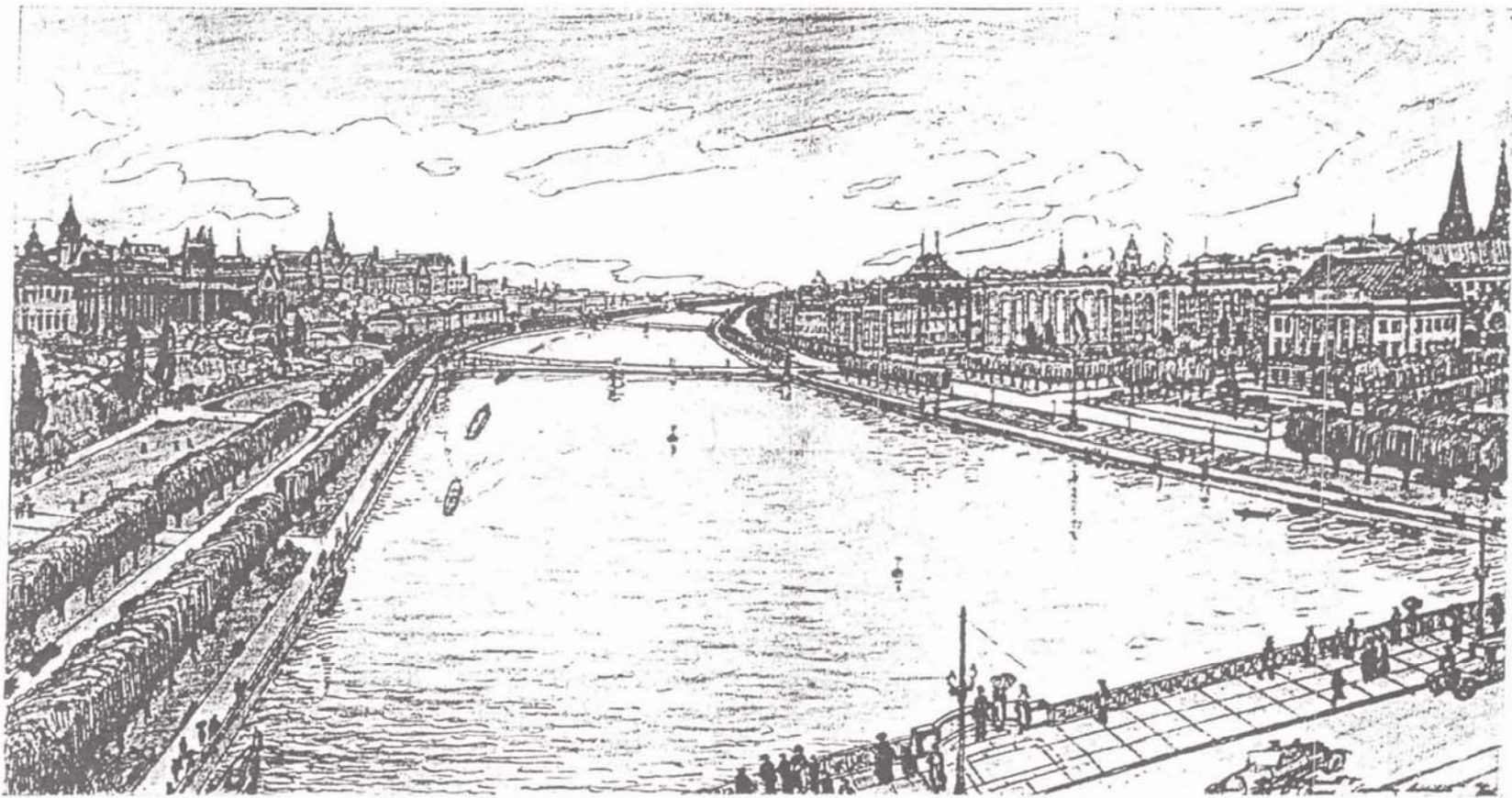
"Transportation is the essence of City Planning. Rapid, frequent and cheap means of communication between home and workshop...are indispensable to community efficiency. The chief agency of transportation is the street system. Every other agency depends on it, foot travel, vehicular travel, surface, subway and elevated service, the telephone and the telegraph, sewers and conduits- all are controlled, determined, dictated by the street system...The main streets and highways are and have always been the principal features of the plans of towns and they will continue to make the frame to which other facilities of any successful town plan are to be fitted."

— 1921 Joliet City Plan

JOLIET ILL.  
PLAN OF THE CITY & VICINITY  
SHOWING PROPOSED IMPROVEMENTS







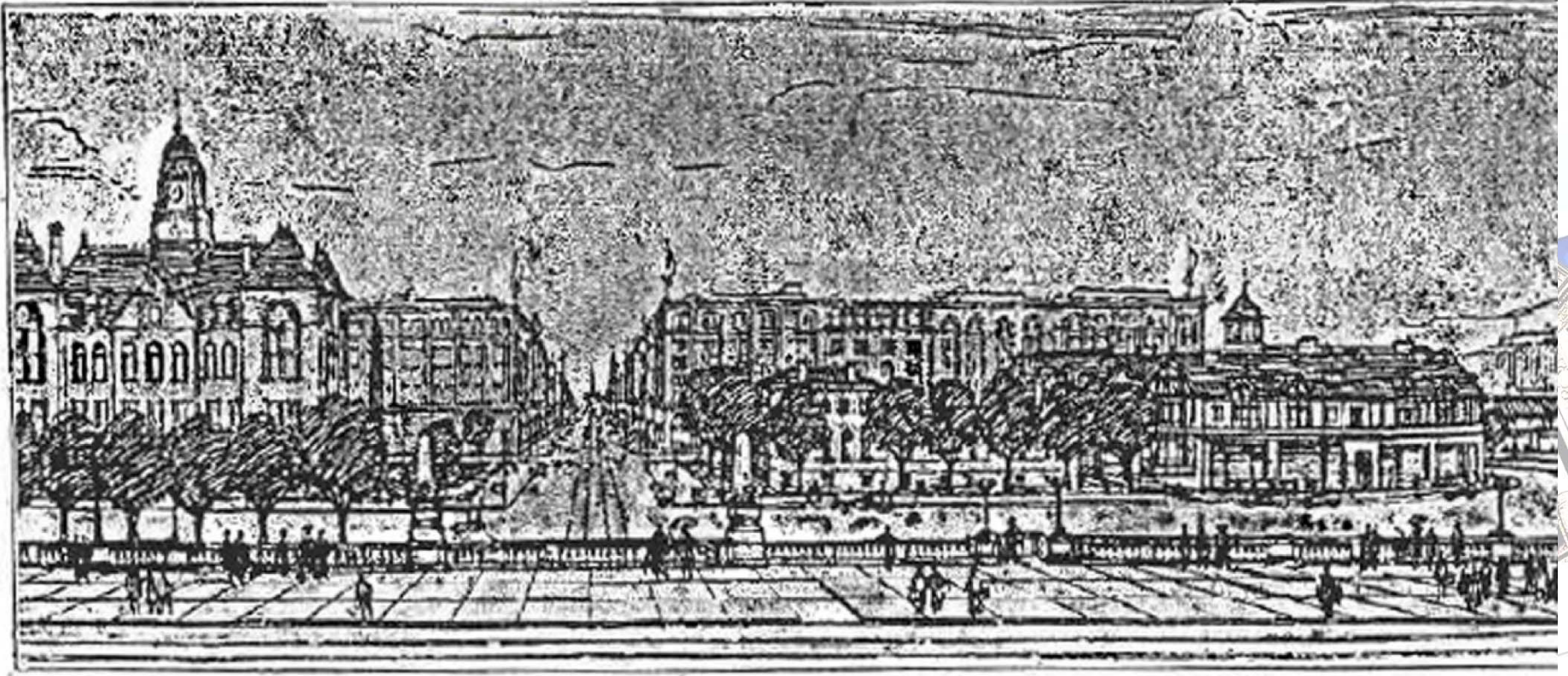
**JOLIET'S RIVER FRONT OPPORTUNITY**—View looking north from the Jefferson Street Bridge, showing the site and surroundings of proposed public buildings at the right, and the parkway and public gardens at the left.











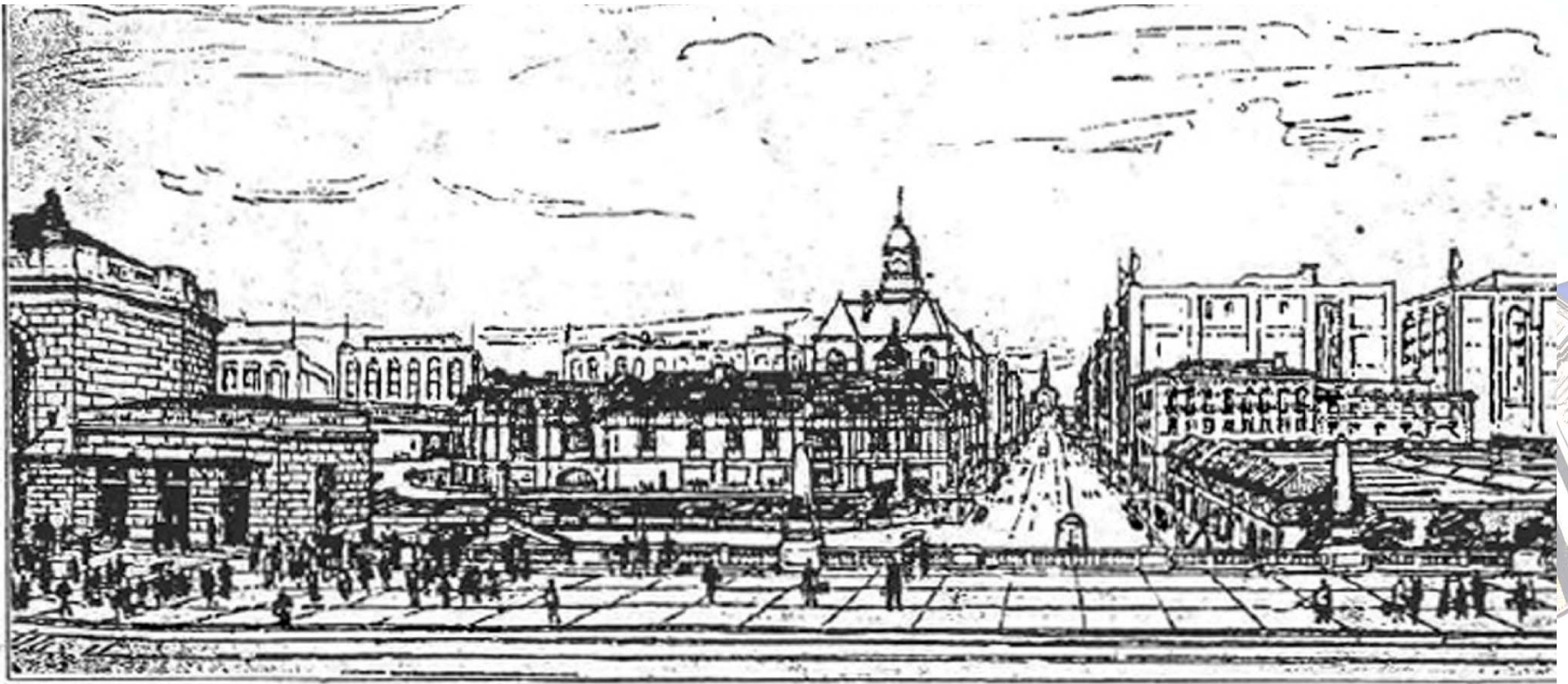
VIEW FROM THE UNION DEPOT—Looking North on Chicago Street, Showing  
tunity for Development.











VIEW FROM THE UNION DEPOT—Looking West on Jefferson Street, Showing  
tunity for Similar Developments.









# Implementation Plan – Overview





# Implementation – Will County Courts Complex





# Implementation – Rialto Square





# Implementation – Rialto Square





# Will County – North Administrative Campus





# Implementation – Critical Focus Area



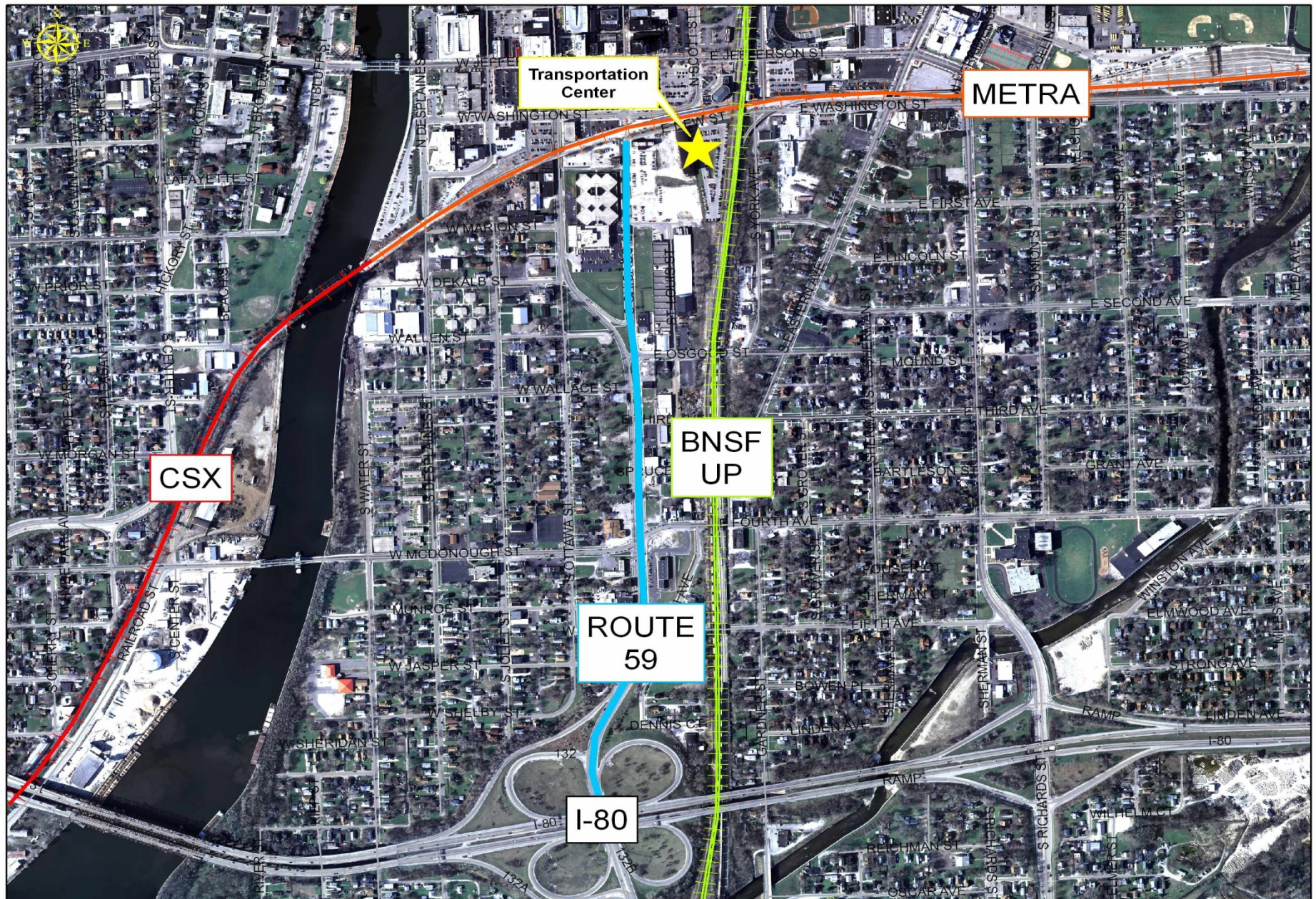
CIVIC DISTRICT DEVELOPMENT  
WILL COUNTY COURTS COMPLEX

JOLIET REGIONAL MULTI-MODAL  
TRANSPORTATION CENTER

VOA

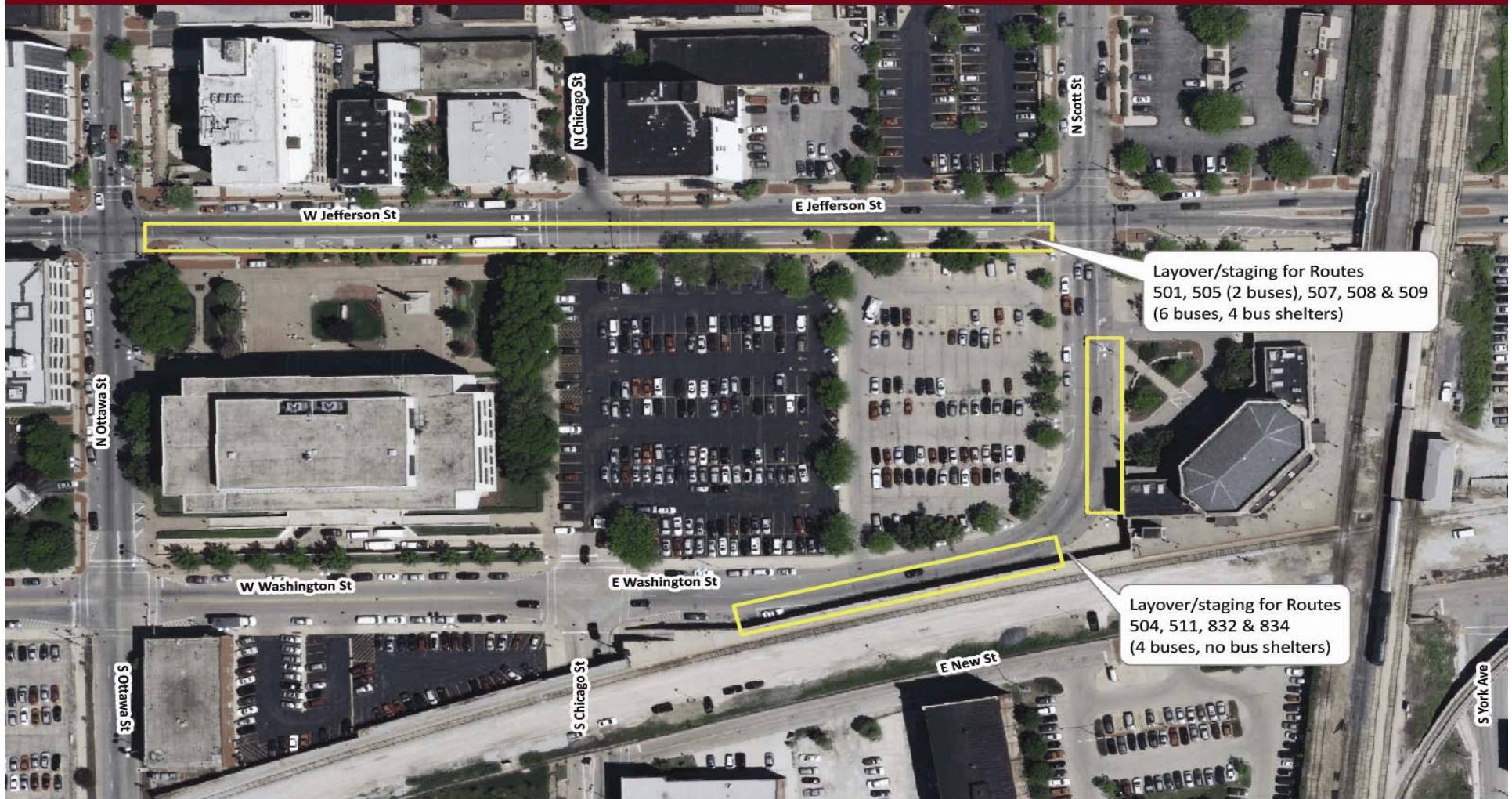


# Existing Transportation Assets





# Existing Operations – Bus Staging



## Pace Heritage Division Bus Layover Locations at Jefferson/Chicago & Washington/Scott



## Existing Operations – Buses Competing for Curbside Space





# Existing Operations – BNSF

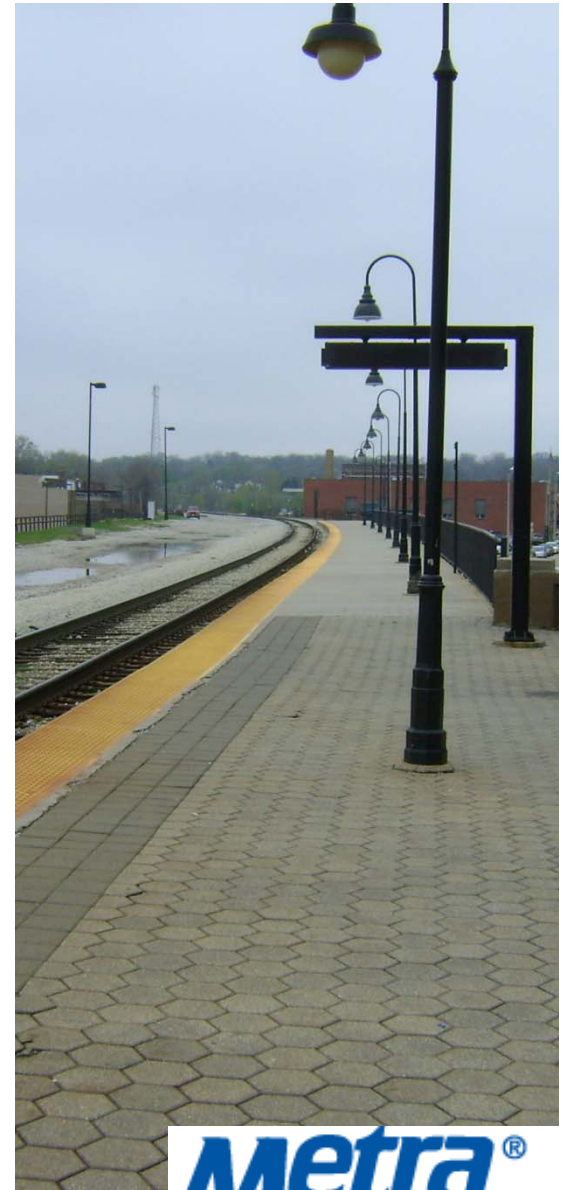
- **BNSF TransCon Line – 60 trains / day**
- **25 MPH operating speed thru UD Interlocking**
- **Potential Delays (20 min est.) for passenger train loading**
- **Continuous bituminous platform between BNSF NB (1) and SB (2) Mains**





## Existing Operations – Metra

- Rock Island – 46 trains / weekday (over 60+ train moves)
- 6 daily freight train (CSX, Iowa Interstate)
- 25 MPH operating speed thru UD Interlocking (RI Line)
- RI – 580' continuous platform west of interlocking
- Heritage Corridor – 6 trains / weekday (use UP Tracks) 10 MPH thru UD
- HC – 4 “mini” boarding pads





# Existing Operations – Amtrak

- 10 trains / day (Lincoln Service, Texas Eagle)
- 10 MPH operating speed thru UD Interlocking
- Uses UP tracks 3 & 4
- Boards passengers from 4 “mini” boarding pads
- No Checked Bags





# Existing Operations – UP

- 2 trains / day
- 10 MPH operating speed thru UD Interlocking
- Future traffic increase from new intermodal facility
- HSR alignment Chicago to St. Louis





# Bike Trail Convergence on the Central Area





# A Livable, Sustainable, Transit-Friendly Future

- The Transportation Center will be designed to serve local, regional, interstate, state and national needs.
- Existing transportation assets will be better integrated and improvements will enhance accessibility, safety, parking, and better traffic circulation for all modes of travel
- Sustainability will be a key project directive with LEED Certification as the goal.
- The Transportation Center will be anchored by a mixed-use Transit-Oriented Development.
- Adjacent neighborhoods offer significant opportunity for residential development that will be walkable to the Transportation Center.



The Low Carbon Diet





# Implementation – Multi Modal Regional Transportation Center





# Implementation – Multi Modal Regional Transportation Center





# Implementation – Multi Modal Regional Transportation Center



VOA

JOLIET



Kendall Jackson  
Planning Director  
City of Joliet  
[kjackson@jolietcity.org](mailto:kjackson@jolietcity.org)  
(815) 724-4050

VOA Associates Inc.  
224 South Michigan Avenue  
Suite 1400  
Chicago, Illinois 60604  
(312) 554-1400

August 10, 2009



VOA Associates Inc.  
224 South Michigan Avenue  
Suite 1400  
Chicago, Illinois 60604  
(312) 554-1400

VOA Associates Incorporated  
Platinum Realty Partners  
Jacob & Hefner Associates  
Land Strategies Incorporated  
Real Estate Counselors  
International Incorporated

August 10, 2009